





# THE UNION DOCK COMPANY OF HONGKONG AND WHAMPOA, LIMITED.

THE Company respectfully call attention to the fact that the Union Dock Company of Hongkong and Whampoa, Limited, is now in receipt of the following orders from the Government of Hongkong:

At Hongkong, the Company have the only Dock in the Harbour capable of taking, safely built, and of dimensions to admit ships of 350 feet in length, and drawing 22 feet of water. Attached to it there are Slipways, Blacksmiths, Boilermakers, and Machinery works, and everything necessary for the repairs of Sailing Vessels or Steamers.

The Company have also a Ship Yard by the side of the Hongkong Dock, and repair and construct all kinds of boats, and steamers, and sailing vessels of any size.

At Whampoa the Company have four Docks, in which they will take ships of the latest type. The Steam Tug "Talisman" can be engaged to tow vessels to sea, or berth them, at reasonable rates.

For Particulars apply to  
JOHN INGLIS, Managing Secretary,  
Or to A. D. MITCHELL,  
Manager of Works,  
Company's Office, 100, Queen's Road, Hongkong.  
(1919) Hongkong, 23rd October, 1918.

## PORT OF AMOY.

SHIP OWNERS, AGENTS, AND COMPANIES are informed that the Union Dock Company of Hongkong and Whampoa, Limited, is now in receipt of the following orders from the Government of Hongkong:

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## REPAIRING AND SPRINGING VESSELS.

CLEANING AND PAINTING IRON SHIPS AND STEAMERS.

THEIR LARGEST CRANES DOCK HAS 26 feet length on the blocks, and at average spring can receive vessels of 10 to 12 feet draught. It has a Gatesside Crane, and Power-driven Cranes.

An Engineer's workshop fitted with Lathes and Drills, driven by steam. Iron and Brass Foundries, Boilermakers, and Blacksmiths, and Carpenter and Boat-builders' sheds. All superintended by resident European.

THEIR SMALLER GLASS DOCK CAN receive, at spring tides, vessels drawing 12 feet.

Spars, Timbers, and other Dockyard material kept in stock.

Quarries for stone and a DRY DOCKWAY for STORIES of vessels under repair.

THE CALIFORNIA DRY DOCK COMPANY, SAN FRANCISCO, CALIFORNIA, U. S.

NOTICE TO SHIP OWNERS, AGENTS, COGNIZANCE, AND MASTERS.

THE Company's DRY DOCK situated at "The Point," San Francisco, are now completed, and are ready to receive and repair all classes of steam and sailing vessels.

THE DOCK is fitted with a Crane, and is equipped with all the latest machinery, including a powerful steam pump, capable of pumping out the dock in two hours.

THE FLOTTING DRY DOCK will receive vessels of 1,000 tons measurement and under. The DOCK is 82 feet wide, and 240 feet long. It is fitted with a powerful crane, and is equipped with all the latest machinery, including a powerful steam pump, capable of pumping out the dock in two hours.

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# UNDER DISPATCH.

For Shanghai, Ningbo, Nankai, and Yokohama—Per Malacca, at 8 a.m. to-morrow, the 26th instant.

DEATH.  
It is with deep regret that we have to announce the death of H. E. Major-General BERNARD, Commander of H. M. Forces in China, and Lieutenant-Governor of this Colony.

Delivery of the Daily Press from this office commences on Wednesday morning at 10.30, and the last messenger leaves the office at 10.30.

## The Daily Press.

HONGKONG, MARCH 25TH, 1920.

To-morrow being Good Friday, the Daily Press will not appear.

The portion of the HARBOR MASTER'S Gazette, that is of most interest to local readers, is, probably, that which relates to the fact that more especially to the effect that the Trade Registration Ordinance has been produced. The facts which were set forth in this Gazette have the effect of withdrawing the trade from this port, have proved completely groundless, and, in the year just passed, the increase in the arrivals, as compared with 1918, amounts to no less than 4,570 vessels, measuring 142,996 tons. In the Report, it is observed that the various statistics of the measure could not have anticipated a better result; and certainly, this view appears to be well founded. At first, the Chinese naturally felt distrustful of the measure, as any such step on the part of their own authorities, is well-known to be but the prelude to the institution of a tax or system of a heavy nature. By Sir George, however, their fears have vanished, and they now carry on their trade with more confidence than before. The increase that is now so satisfactory to record, is probably in a measure attributable to the fact, that during the past year the fees have been reduced.

The Customs' stations which have been established in the near vicinity of the Colony, do not appear to have had the effect of diminishing the native trade of the place, though complaints have been made in some instances that vessels were boarded, and illegal levies made, but this, it is surmised, was probably done by persons, who, under the pretence of being Revenue officers, levied exorbitant amounts on the way to their destination.

With respect to the Disarmament Ordinance, a practically Chinese point of view is mentioned as having been discovered. It appears that the Chinese authorities, who had come to an understanding on the subject, were, after the ordinance had been passed in May last, discovered to be acting in opposition to the spirit of the agreement entered into, to the effect that they were to divert the fighting trade from this Colony. The manner in which the Chinese officials were acting, being found out, the ordinance was repealed, and the trade soon resumed its former briskness. The incident is worth being borne in mind, by those who wish to form an idea in what manner it is possible to act in concert with the native authorities, and how far they can be relied upon to preserve good faith.

Upon the subject of the Disarmament Ordinance, it is satisfactory to notice a decrease. It is considered that the schooner "Victoria," and the launch "Blanche," when completed, greatly augment the efficiency of this Department. The junk has been useful, and in her much inferior service has been rendered, and from her inferior sailing qualities, and the fact that she was not a native vessel, she is not a very desirable addition to the fleet.

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# SUPREMACY COURT.

CRIMINAL SESSIONS.  
BEFORE CHIEF JUSTICE SKEEL.

The March sessions were continued yesterday morning, with the following jury—A. D. Mitchell, W. D. Henderson, A. Lind, T. S. Cox, J. A. Ahlman, H. Gaupp, and E. Hooker.

On the charge of larceny, the first case first placed at the bar, charged with having stolen from the American ship "Woodward" certain cases of silk, in August last. The evidence was given by the witness, who had been charged with the theft, and was found guilty.

The facts of this case are as follows: The defendant, who was charged with the theft, was found guilty. The evidence was given by the witness, who had been charged with the theft, and was found guilty.

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# POLICE INTELLIGENCE.

BEFORE E. W. GORDON, Esq.,  
MAGISTRATE.

THE case of the two men charged with the theft of a watch, was continued yesterday morning, with the following jury—A. D. Mitchell, W. D. Henderson, A. Lind, T. S. Cox, J. A. Ahlman, H. Gaupp, and E. Hooker.

The facts of this case are as follows: The defendant, who was charged with the theft, was found guilty. The evidence was given by the witness, who had been charged with the theft, and was found guilty.

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